

**Annual Listing of Projects
Fiscal Year 2006
July 1, 2005 through June 30, 2006**



So Where Did My Gas Tax Money Go?

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Have you ever wondered where your gas tax dollars go? Were they used for that recent road improvement? Are they only used for building new roads? Can they be used to resurface streets? How much tax did we actually pay? These are all very good questions, and this report shows where your federal gas tax dollars were spent in Tippecanoe County during Fiscal Year¹ 2006 (July 1, 2005 through June 30, 2006).

Whenever you purchase gas, a portion of the total sale goes to the Federal Highway Trust Fund. The federal government collects 18.4¢ for every gallon of gas sold. Most of the money collected, 15.44¢, goes to road improvements. A smaller amount, 2.86¢, goes to transit; and an even smaller amount, .01¢, goes to a trust fund to clean up leaking underground storage tanks. In Fiscal Year 2005, Indiana motorists contributed \$903,927,000² to the Highway Trust Fund and \$129,268,000³ to the Mass Transit Account.

The federal legislation that authorizes spending from the Federal Highway Trust Fund is the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, or SAFETEA-LU. This legislation allocates gas tax money to a variety of funding programs: National Highway System, Interstate Maintenance, Surface Transportation Program, Bridge, Federal Lands Highway, Emergency Relief, Highway Safety, and Congestion Mitigation and Air Quality. SAFETEA-LU also sets out how the dollars can be used within each program.

Federal gas tax dollars rarely pay for the entire cost of a project. Most often a combination of federal and local or state funds pay for projects. Typically, eighty percent (80%) is paid from gas tax dollars. Local governments or the state must fund the other twenty percent. Exceptions include safety and interstate projects where federal funds pay ninety percent (90%) and sometimes the entire project cost.

Projects Initiated by the State

The State of Indiana, through the Indiana Department of Transportation (INDOT), uses a variety of these federal funds in Tippecanoe County. The four programs most frequently tapped include Interstate Maintenance, National Highway System, Surface Transportation Program,

¹ Fiscal Year follows the State calendar year which begins on July 1st

² FHWA Highway Statistics 2005, Table FE-9, Highway Account

³ FHWA Highway Statistics 2005, Table FE-9, Transit Account

and Bridge. The amount of money spent in Tippecanoe County each year varies, because there is no set amount the state spends in each city or county each year. In Fiscal Year 2006, INDOT spent \$7,463,875.14 from federal gas tax funds on state highways in Tippecanoe County (**Table 1**).

Table 1 summarizes the construction contracts INDOT awarded during Fiscal Year 2006. The table shows the total construction cost as well as the amount of federal funds used. Other information includes project location, award date, project designation number, and a description of the improvements. The table gives specific information about the projects; **Figure 1** shows their locations. To help visualize where the projects are located, aerial photos of each project are located at the end of this report.

Not all state projects that were awarded construction contracts during the fiscal year in Tippecanoe County utilized federal gas tax dollars. Six of the twelve were funded solely with state funds. With the exception of the small culvert replacement project on SR 28, the other five state funded projects involved roadside maintenance or building demolition. The total construction costs also reflect the scope of the projects. Each maintenance and demolition project was under \$57,000.

Projects Initiated Locally

Federal funds known as STP (Surface Transportation Program) funds are returned to the cities and county. However, these funds do not go directly to the local governments. It is the responsibility of Metropolitan Planning Organizations, or MPOs, to manage and oversee these funds. The Area Plan Commission of Tippecanoe County is the MPO for Lafayette, West Lafayette and Tippecanoe County.

For Federal Fiscal Year 2006 (October 1, 2005 through September 30, 2006), the community received \$3.36 million dollars in STP funds, an increase of \$80,000 from the previous fiscal year. For Federal Fiscal Year 2007, this community received \$3.87 million. Unfortunately, INDOT estimates that funding will decrease to \$3.08 million in FFY '08.

Table 2 summarizes the local projects that were awarded construction contracts during Fiscal Year 2006. Two projects were awarded construction contracts in FY 2006. The City of West Lafayette's Tapawingo Drive project utilized local STP federal funds. The City of Lafayette's Kossuth / 18th Street intersection project utilized special federal Hazard Elimination and Safety funds.

Sometimes unforeseen or unexpected problems arise during construction of road projects. When that happens, the local government overseeing the project requests additional federal funds called change orders. During FY 2006, there was one request for additional federal funds. The City of West Lafayette requested and received an additional \$13,028.10 for the Kalberer Road improvements, a project awarded in Fiscal Year 2004.

The use of federal gas tax dollars is not limited to constructing road improvements. Gas tax dollars also pay for environmental assessments, design engineering (creating the detailed plans needed for construction) and purchasing land needed for the improvements (right-of-way acquisition). During Fiscal Year 2006, STP Funds were utilized to begin designing the County's Cumberland Road Extension project (\$192,000 budgeted) and Lafayette's Concord Road Project (\$450,000 budgeted).

SAFETEA-LU also provided money for high priority projects. These projects are specific projects identified by Congress. They are more commonly referred to as earmarks or demonstration projects. These funds can be used only for those specific projects.

In Tippecanoe County, SAFETEA-LU allocated demonstration funds to conduct design engineering, purchase right-of-way, and construct Phase 1A of the perimeter parkway in West Lafayette, the County, and Purdue University. Phase 1A is identified in the *Long Range Transportation Plan for 2030* as: Williams and Harrison Streets. The total amount of federal funds allocated is \$5,600,000. During the first half of 2006, an engineering firm was hired to begin design engineering. There was \$514,520 budgeted for this work.

Transit Funds

The transit component of SAFETEA-LU provides gas tax dollars for various transit programs for urban and rural services and for persons with special transportation needs because of age, disability, or income.

The Greater Lafayette Public Transportation Corporation, or CityBus, utilizes gas tax funds to transport passengers throughout both cities. Its primary source of federal funding comes from Section 5307. These funds are used to operate the system, purchase capital equipment, and conduct planning studies. CityBus projects selected to receive these federal funds are shown in **Table 3**.

Another gas tax fund CityBus regularly uses is Section 5309. Like the high priority road projects, these funds can only be used for specific transit

projects. CityBus has used these funds to purchase buses and transit-related capital equipment, and to construct new garage and maintenance buildings. Congress awards these special funds annually. These grants are also shown in **Table 3**.

Pedestrian and Bicycle Facilities

Not all new road projects accommodate bicyclists or pedestrians. The two local projects funded in FY 2006 do; however, most state projects do not. The widening of SR 43 project does not include sidewalks or bicycle lanes. The Area Plan Commission requested sidewalks from Northgate Drive to CR 600N, but they were not included in INDOT's design.

Locally initiated projects nearly always include facilities for bikes and pedestrians. West Lafayette's Tapawingo project will have a ten-foot wide path constructed on the north side of the new road to be shared by bicyclists and pedestrians. The estimated construction cost of the path was \$75,000. Sidewalks at the Kossuth and 18th project were not only fully reconstructed, but were improved. The estimated construction cost of the sidewalks was \$22,600.

How Does Our Federal Gas Tax Money Come Back to Us?

The Transportation Plan for 2030

The first step in the life of a project starts by documenting the need for the particular improvement. Every five years, the Area Plan Commission of Tippecanoe County develops a 25-year long range countywide transportation plan that identifies those needs. It is based on historical trends, current circumstances, and projected population and employment growth set within the context of the *Land Use Element* of the *Comprehensive Plan*. The Plan contains a list of projects that are fiscally constrained based on "reasonably available" financial resources. The *Transportation Plan for 2030* was adopted in May of 2006.

The Transportation Improvement Program, TIP

A project moves from the long range plan to implementation by inclusion in the TIP. All projects involving added capacity and new construction in the FY 2007 TIP came from the *Transportation Plan for 2030*.

The TIP contains the adopted list of all public transit, highway, bicycle, airport, and pedestrian projects that will receive federal transportation funds

in the near future. It also includes major improvements that are solely funded with state or local funds. The current TIP covers a five-year period and was adopted in July 2006.

A TIP is created every one or two years and is amended as needed to reflect changing cost estimates and priorities. It is a process open for citizen comment. Local governments first submit requests for federal gas tax dollars during a call for projects. All requests are then assembled and summarized. The Technical Transportation Committee reviews, prioritizes and creates a financially constrained list based on the amount of federal funding reasonably available. After this is done, the prioritized and financially constrained project lists are reviewed by two other committees of the APC: the Citizen Participation and Administrative Committees. It is then adopted by the Area Plan Commission.

All federally funded projects in this report came from the adopted TIP. The current TIP, FY 2007, was adopted after the time period covered by this report, thus specific project information for these projects is found in the FY 2005 TIP. All documents are available at the APC office and on the APC web site.

Comments and questions regarding the projects contained in this report can be directed to:

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20 North 3rd Street
Lafayette, IN 47901
(765) 423-9242

Additional transportation planning information is available at:
www.tippecanoe.in.gov/apc

Table 1**List of State Projects – Construction Costs**

Route & Number	Award Date	Project Location	Type of Project	Total Cost	Federal Funds	Fed %
US 231, 0401392	10/19/05	From SR 28 to just south of CR 500S	Resurface	\$1,144,605.15	\$915,684.12	80%
SR 28, 0500106	11/16/05	0.84 miles west of US 231	Small Structure Replacement	\$223,855.69	\$0	0%
US 231, 0501028	2/15/06	0.5 miles north of Wabash River to SR 26	Building Demolition	\$43,454.00	\$0	0%
SR 43, 8572190	3/15/06	From .036 to 1.16 miles north of I-65	Sight Distance Improvement	\$4,790,455.71	\$3,832,364.57	80%
SR 43, 8714885	3/15/06	Bridge over Burnett Creek	Bridge Replacement	\$1,208,786.07	\$967,028.86	80%
SR 43, 9600190	3/15/06	At State Police, CR 600N	Traffic Signal Modernization	\$82,882.25	\$82,882.25	100%
SR 43, 9700240	3/15/06	From 1.16 to 1.93 miles north of I-65	Added Travel Lanes	\$2,059,431.67	\$1,647,545.34	80%
SR 43, 0200629	3/15/06	From 0.036 to 1.93 miles north of I-65	Signing	\$18,370.00	\$18,370.00	100%
SR 43, 0600139	3/15/06	From .2 miles to 1.16 miles north of I-65	Roadside Maintenance, Tree Removal/Trimming	\$56,824.03	\$0	0%
SR 43, 0600150	3/15/06	From 1.16 mile to 1.93 miles north of I-65	Roadside Maintenance, Tree Removal/Trimming	\$37,175.97	\$0	0%
US 52, 0600025	5/24/06	At NS Rail, 1.92 miles south of Teal Road	Building Demolition	\$17,300.00	\$0	0%
SR 43, 0600076	6/21/06	From 1.16 miles to 1.93 miles north of I-65	Building Demolition	\$9,150.00	\$0	0%
Total				\$9,692,290.52	\$7,463,875.14	

Figure 1
State Projects

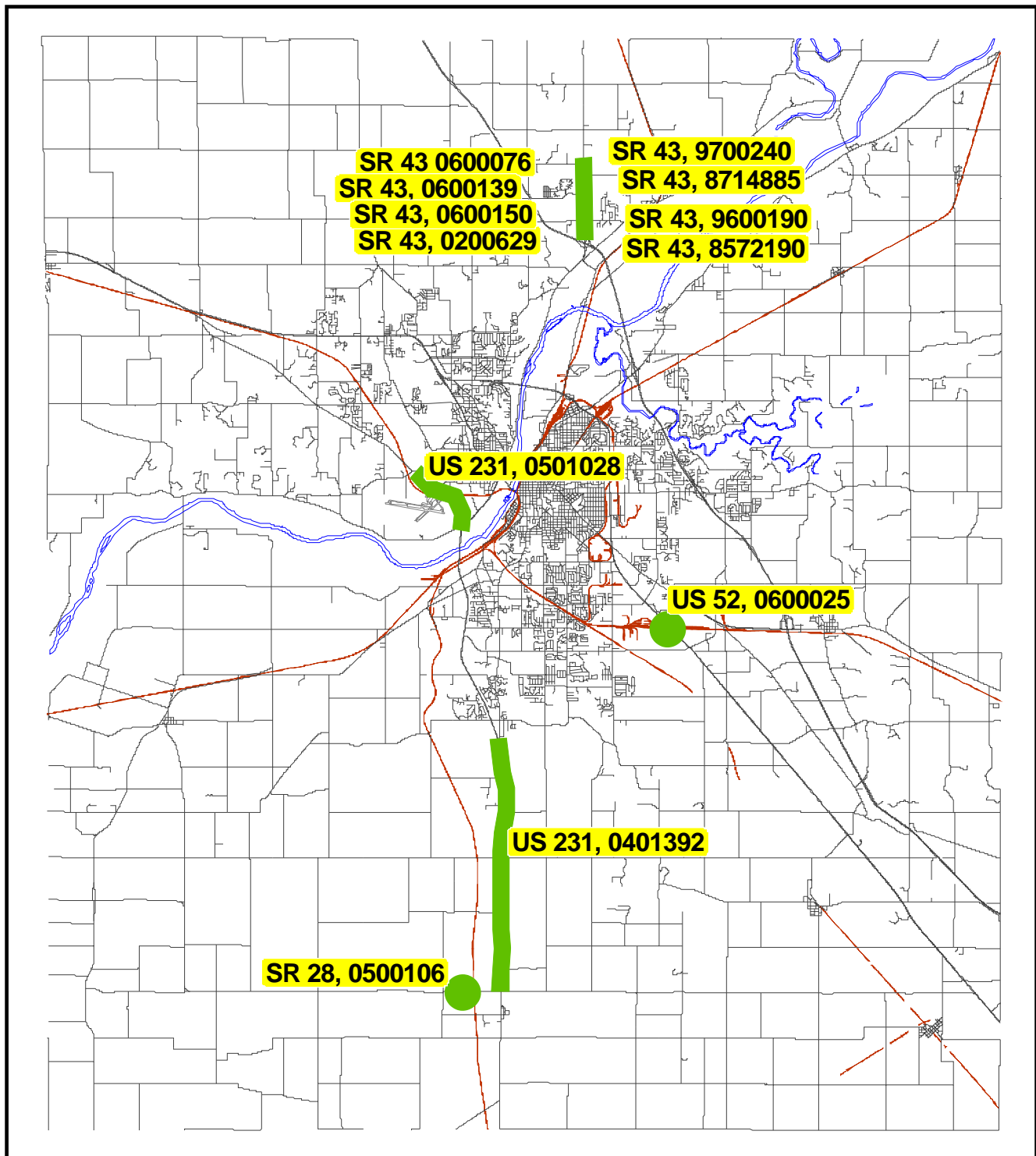


Table 2

List of Local Projects

Route & Number	Award Date	Project Location	Type of Project	Total Cost	Federal Funds	Fed %
Tapwaingo Extension, 0200099	10/19/05	S. River Road to State Street	New Road Construction	\$1,819,314.49	\$1,455,451.59	80%
Kossuth, 0400309	4/19/06	At 18 th Street	Intersection Improvement	\$632,827.22	\$632,827.22	100%
CHANGE ORDERS						
Kalberer, 0101173	C.O. #2	LaPorte to Soldiers Home	Reconstruction & Widening	\$16,285.13	\$13,028.10	80%
Total				\$2,468,426.84	\$2,101,306.91	

Figure 2

Local Projects

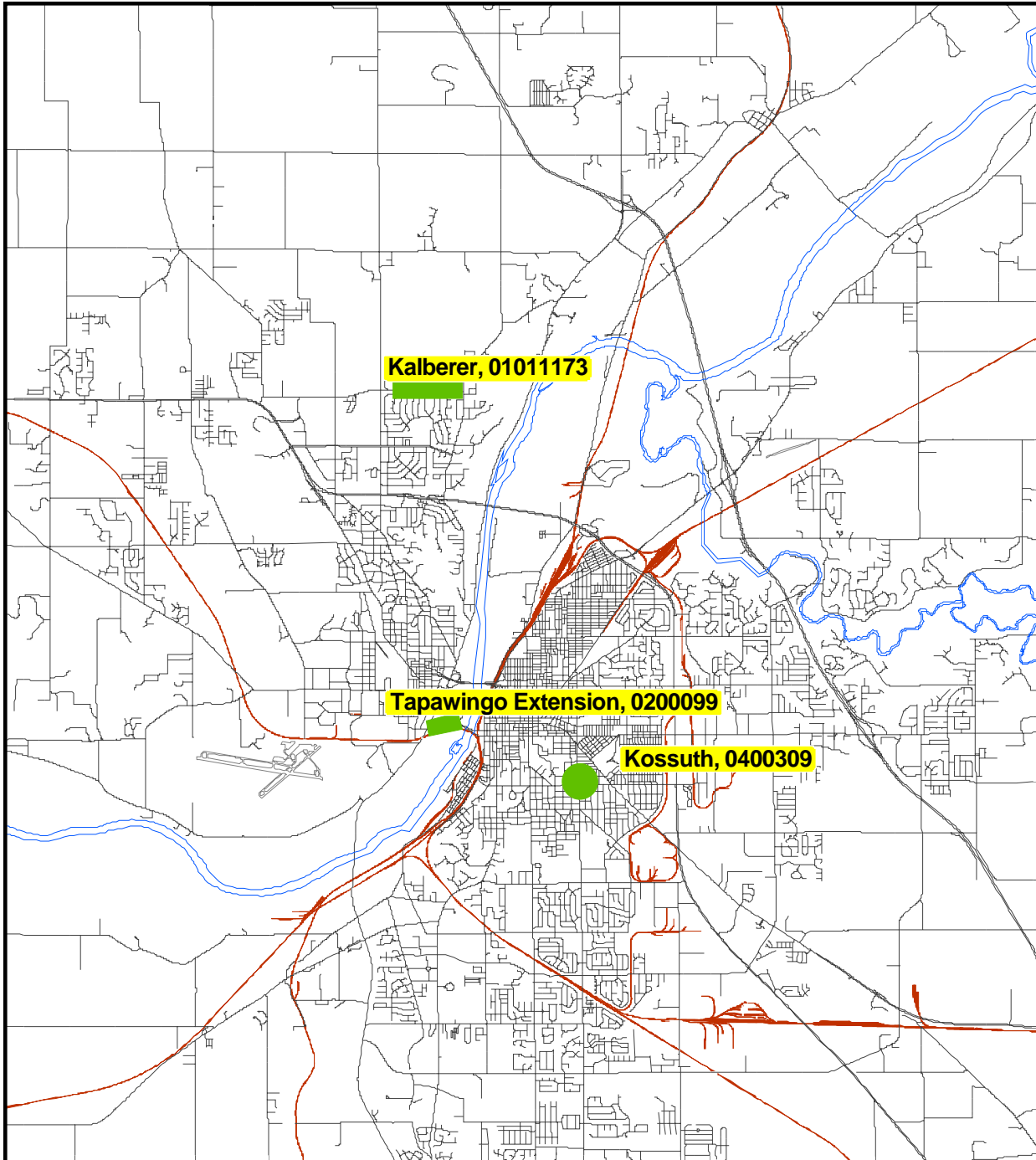


Table 3**List of Federal Transit Funds (5307)**

Grant Number Draw Down Date	Operating Assistance	Capital Projects	Planning Assistance
<u>Grant IN-90-X492</u>			
October 15, 2005 - <i>Tires, Wheel Chair Lift Assemblies, Copier, Support Vehicle, and Passenger Shelter</i>	\$0	\$66,040	\$0
December 21, 2005 - <i>Fixed Route Buses</i>	\$0	\$386,114	\$0
February 10, 2006 - <i>Tires, Engine Rebuild, Wheel Chair Lift Assemblies, Computers, and Paint Booth</i>	\$0	\$28,862	\$0
May 12, 2006 - <i>Engine and Transmission Rebuilds</i>	\$0	\$28,395	\$0
<u>Grant IN-90-X459</u>			
October 5, 2005 - <i>Computers, Transmission Rebuild, Software</i>	\$0	\$14,335	\$0
December 21, 2005 - <i>Fixed Route Buses</i>	\$0	\$484,638	\$0
February 10, 2006 - <i>CAD/AVL Components</i>	\$0	\$67,553	\$0
May 12, 2006 - <i>Camera System, and 2-way Radios</i>	\$0	\$25,116	\$0
<u>Grant IN-03-0104</u>			
October 5, 2005 - <i>CAD/AVL System</i>	\$0	\$8,847	\$0
February 10, 2006 - <i>CAD/AVL System, Lot Paving, and Paint Booth Removal</i>	\$0	\$27,762	\$0
May 12, 2006 - <i>CAD/AVL System, Garage Door Replacements</i>	\$0	\$5,550	\$0
<u>Grant IN-04-0004</u>			
February 10, 2006 - <i>2-Way Radios</i>	\$0	\$4,200	\$0
<u>Grant IN-90-X336</u>			
February 23, 2006 - <i>Tires, Engine and Transmission Rebuilds, Computer, and TIP Development</i>	\$0	\$32,999	\$744
May 12, 2006 - <i>Access Software</i>	\$0	\$3,348	\$0

Project Information and Aerials